

MEASURE I

Working for the City of Fontana



San Bernardino County's half-cent transportation sales tax

Measure I Revenue, The First 12 Years Local Streets, Roads Only

■ 1990-91:	\$776,837
■ 1991-92:	\$874,973
■ 1992-93:	\$739,025
■ 1993-94:	\$775,394
■ 1994-95:	\$824,421
■ 1995-96:	\$877,760
■ 1996-97:	\$989,658
■ 1997-98:	\$1,067,866
■ 1998-99:	\$1,074,747
■ 1999-00:	\$1,245,330
■ 2000-01:	\$1,489,421
■ 2001-02:	\$1,725,868
Total:	\$12,461,300

Figures include interest income,
gains/losses on securities.

"Measure I has provided funding for many of Fontana's road improvements. From the 210 freeway to many intersection and widening projects, Measure I has pumped millions of dollars to keep Fontana residents moving, both within our community and within the region."

-- Mark Nuaimi, Mayor

Member, SANBAG Board of Directors

Adopted by San Bernardino County voters in 1989, Measure I is a major source of revenue for transportation improvements in the City of Fontana. This 20-year half-cent sales tax has provided more than \$12 million for Fontana's streets and roads during the first 12 years. Local officials make decisions about the allocation of these funds.

Additional Measure I funds -- a total of \$596 million -- have been pooled by all of the cities and unincorporated areas in the valley region of San Bernardino County. These pooled funds support freeway improvements, Metrolink trains, Omnitrans subsidies for elderly and disabled riders, major streets that serve as transportation arteries, ridesharing programs, landscaping and traffic management. Measure I clearly is working for the City of Fontana!

Measure I and Fontana: Twelve years of progress

Measure I funds received each year by the City of Fontana are designated for local streets and roads. Some of these projects include:

- Citywide traffic congestion management system and computerized signal interconnection, 1994-2002 (\$2,096,056)
- Traffic signal improvements as various streets: Etiwanda, Santa Ana, Highland, Citrus, Slover, Almond, Hawthorne, Arrow, Sierra, Walnut, Miller, Cherry, Commerce, Mulberry, Spring, Orange, Village, Baseline, Palmetto, Valley, Juniper, Alder, Fontana, Merrill, Tamarind, Valencia, Philadelphia, San Bernardino, Bridlepath, Hemlock, Almeria, Foothill, Knox and Mango 1992-2002 (\$1,991,407)
- Construction of South Highland Avenue between Knox Avenue and Mango Avenue, 1997-2000 (\$1,969,282)
- Improvements to Cherry Avenue and Slover Avenue intersection, 1992-1996 (\$1,065,510)
- Widening, striping, signal modification and left-turn lane addition on Sierra Avenue, 1991-2002 (\$491,314)
- Improvements to Citrus Avenue, 1992 (\$186,398)
- State Route 210 segment design and coordination, 1996-2002 (\$186,206)
- Ramp widening and traffic signal installation at Interstate 15/Baseline, 2001-02 (\$161,977)

Please see reverse side for information about projects funded by pooled Measure I revenue.



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SB Valley pools funds to support regional projects

Cities and unincorporated regions in the valley portion of San Bernardino County -- all areas except the deserts and mountains -- combine most of their Measure I funds for transportation projects that benefit all of the valley communities. Pooling

funds allows these communities to maximize their resources. Projects include freeways, Metrolink, Omnitrans, major streets, and traffic management/environmental efforts, such as congestion relief, landscaping and clean fuels.

Measure I Revenue, The First 12 Years SB Valley Pooled Projects

■ Freeways:	\$395,542,911
■ Major Streets:	\$86,000,449
■ Metrolink:	\$57,308,984
■ Omnitrans:	\$42,963,251
■ Traffic management/ environmental:	\$14,345,732

Total: \$596,161,327

■ Freeway improvement projects

As the Inland Empire continues to grow, so does the need for efficient freeway systems. Measure I is the local funding source for building new freeways and widening existing routes. In most cases, Caltrans serves as a partner for these construction projects.

The largest freeway project funded by Measure I is the construction of State Route 210, also known as the Foothill Freeway, which will cover 28.2 miles between La Verne and San Bernardino. About 23 miles of the new freeway are in San Bernardino County. Twenty miles of the project between La Verne and Fontana opened to drivers in 2002. Construction of the last eight miles of Route 210 is underway in Rialto and San Bernardino, with completion expected in 2007.

Also under construction now is the Interstate 10 truck-climbing lane between Redlands and Yucaipa. This new 3.7-mile eastbound lane will provide relief to motorists struggling with this uphill grade.

Other major projects have included:

- Widening and adding carpool lanes to 10 miles of State Route 60 between the Los Angeles County line and Interstate 15. This was completed in 1997.
- Building the new State Route 71 in Chino and Chino Hills, which transformed a two-lane highway to eight lanes of efficient freeway. State Route 71 opened to drivers in 1997.
- Constructing 9.9 miles of carpool lanes on Interstate 10 through Montclair and Upland. These carpool lanes opened in 2000.

Coming soon ...

Upcoming Measure I projects are the widening of 2.5 miles of Interstate 10 in downtown Redlands; the widening of six miles of Interstate 215 in San Bernardino; and environmental analysis for the widening of four miles of Interstate 215 in Colton and Grand Terrace.

■ Omnitrans support

Measure I provides discounts to elderly and disabled Omnitrans riders. Passengers on fixed routes receive a five-cent fare reduction, and those using Yucaipa's Dial-a-Ride service receive a 25-cent discount. A large portion of the Measure I funds also subsidize fares and operating expenses for the curbside Access service for disabled users.

■ Metrolink train service

The passage of Measure I in 1989 laid the tracks for the Metrolink commuter rail service. Metrolink serves San Bernardino County and Southern California by providing reliable, fast, clean transportation to jobs and entertainment centers.

Measure I funded the purchase of railroad right-of-way, track rights, station construction, track and signal improvements and locomotive and passenger cars. Ongoing operational costs are funded by fares.

The San Bernardino-Los Angeles line opened in October 1992, and the Inland Empire-Orange County line began operating in October 1995.

■ Traffic management/environmental enhancement activities

Measure I supports several programs to manage traffic and improve the local environment. These include a countywide Congestion Management Program to track and reduce freeway and street congestion, traffic forecasting and development of non-potable water sources to irrigate freeway landscaping. To improve air quality, Measure I also funds traffic signal synchronization planning for the network of major arterial streets, rideshare incentives and clean fuel vehicle programs.

■ Arterial streets

Arterial streets are those that function as major thoroughfares or "arteries" for the region. Measure I funds support needed widening and bridge improvements on these streets.

Examples of streets improved by Measure I are: Beryl, Milliken and Haven in Rancho Cucamonga; Riverside and Easton in Rialto; Benson, Campus and Mountain in Upland; Pepper in Colton; Sierra in Fontana; Euclid in Chino; Baseline in Highland; Butterfield in Chino Hills; Monte Vista in Montclair; and E Street in San Bernardino.